

In the claims:

Amend the following claims:

1. (Currently amended) A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16) is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which is a climate control compressor (70) via an output shaft (24), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a first one of the shafts (18, 20, 24) is connected exclusively with a first one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), a second one of the shafts (18, 20, 24) is connected exclusively with a second one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a third one of the shafts (18, 20, 24) is connected exclusively with a third one of the engine

(12), the at least one supplementary motor (13), and the auxiliary system (22), wherein the shafts (18, 20, 24) originating from the planetary gear (32).

Claims 2-5 cancelled.

6. (Previously presented) The drive arrangement of claim 19, characterized in that the control unit (30) includes a sensor (26), which measures the rpm (50) of the output shaft.

7. (Original) The drive arrangement of claim 1, characterized in that a sun wheel (34) of the planetary gear (32) is connected in a manner fixed against rotation to the input shaft (20) of the supplementary motor (14), and a carrier (36) for at least one planet wheel (38) is connected to the input shaft (18) of the engine (12).

Claims 8-10 cancelled.

11. (Original) The drive arrangement of claim 1, characterized in that a relatively small electric machine (14) is used, which at a moderate power requirement makes a wide governing range possible.

12. (Previously presented) The drive arrangement of claim 1, characterized in that the planetary gear (32), the electric machine (E1), and the output shaft (24) are components of a vehicle transmission (74).

13. (Currently amended) A method for operating a drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motorgenerator of the engine and a gear, characterized in that

a) the gear (16) is a planetary gear (32) operatively connected with at least two input shafts (18, 20) and at least one output shaft (24), and a torque is transmitted from the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine via a respective one of the input shafts (18, 20), to the output shaft (24) and subsequently to the auxiliary system (22) which is a climate control compressor (70); and

b) a control unit (30) is assigned to the drive arrangement (10) and detects an rpm (50) of the output shaft (24) and governs the supplementary motor (13) which is an electrical machine formed as a starter

generator/motor of the engine as a function of the rpm (50), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a first one of the shafts (18, 20, 24) is connected exclusively with a first one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), a second one of the shafts (18, 20, 24) is connected exclusively with a second one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a third one of the shafts (18, 20, 24) is connected exclusively with a third one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22).

14. (Original) The method of claim 13, characterized in that a set-point value or a set-point range for the rpm (50) of the output shaft (24) is specified to the control unit (30).

15. (Previously presented) The method of claim 14, characterized in that said supplementary motor (13) is an electric machine (14), which can also be operated as a generator or electric brake, and if the result of the torque transmitted by the engine (12) is an rpm (50) that is

above the set-point value or set-point range for the rpm (50) of the output shaft (24), the electric machine (14) is operated as a generator.

16. (Original) The method of claim 13, characterized in that the torque of the supplementary motor (13) is increased if a power requirement to the engine (12) is made as a consequence of a starting or acceleration event of the motor vehicle.

Claim 17 cancelled.

18. (Currently amended) A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16) is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which is a climate control compressor (70) via an output shaft (24), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and

a first one of the shafts (18 20, 24) is connected exclusively with a first one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), a second one of the shafts (18, 20, 24) is connected exclusively with a second one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), and a third one of the shafts (18, 20, 24) is connected exclusively with a third one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), ~~wherein the electrical machine is connected to a sun wheel shaft, the engine is connected to a planet wheel carrier shaft, and the climate control compressor is connected to a ring gear shaft~~ wherein the first shaft is a sun wheel shaft, the second shaft is a planet wheel carrier shaft, and the third shaft is a ring gear shaft.

19. (Currently amended) A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16) is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which

is a climate control compressor (70) via an output shaft (24), wherein the supplementary motor (13) is a second internal combustion engine, and wherein a control unit (30) is assigned a drive arrangement (10) and detects an rpm (50) of the output shaft (24) and governs the at least one supplementary motor (13) as a function of the rpm (50).